

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whisky is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [74c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [12c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.
Hongkong, 25th July, 1901. [77c]

KELLY & WALSH, LD.

TROPICAL DISEASES, with 11 Illustrations
and two coloured Plates, by Dr. Patrick
Manson \$6.50
"HELLESPOINT" ON BRIDGE 3.00
THE ARROW WAR WITH CHINA, by Chas.
Leavenworth 2.25
THE EXPANSION OF TRADE IN CHINA,
by F. H. Whitehead 0.70
THE TRIAD SOCIETY OF HONGKONG AND
EARTH ASSOCIATION, by W. Stanton 3.50
A JAPANESE MARRIAGE, by Douglas
Sladen 1.25
TRANSACTIONS OF THE KOREA BRANCH
OF THE ROYAL ASIATIC SOCIETY, Vol.
1 3.25
FRIEND TOMMY AND OTHER TOPICS, by
Joss Chinchinjos 1.00
TRADE AND SHIPPING OF SOUTH-EAST
ASIA 0.80

THE

ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [953c]

CLUB WHISKY.

\$12 PER DOZEN.

F. O. S. WHISKY.

\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 2nd September, 1901. [953c]

To-day's
Advertisements.PORTLAND AND ASIATIC STEAMSHIP
COMPANY.Agents for and in connection with
THE OREGON RAILROAD AND
NAVIGATION COMPANY,
Operating the New First-class Steamships,
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between
HONGKONG and PORTLAND (OR.),
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.THE Steamship
"INDRAVELLI,"
will be despatched for PORTLAND (OR.)
TO-MORROW, the 11th instant.
Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.
For through Rates of Freight and further
Information, communicate with or apply to
ALLAN CAMERON,
General Agent,
Hongkong, 10th September, 1901. [995c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship
"THALES,"
Captain Robson, will be despatched for the
above Ports, on THURSDAY, the 12th instant,
at 10 A.M.For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers,
Hongkong, 10th September, 1901. [996c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAIMUN,"
Captain Passmore, will be despatched for the
above Ports, on FRIDAY, the 13th instant,
at 10 A.M.For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers,
Hongkong, 10th September, 1901. [997c]

"SHIRE" LINE.

FOR NAGASAKI, KOBE & YOKOHAMA.
THE Steamship
"RADNORSHIRE,"
Captain Bindloss, will be despatched for the
above Ports, on FRIDAY, the 13th instant,
at 3 P.M.For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 10th September, 1901. [998c]To-day's
Advertisements.

40 Years'

Experience

Is represented in the
Continuous Installment
Policies of the Equitable.

A guaranteed

INCOME FOR LIFE

even if you live as

long as

Methuselah.

The Ideal Assurance

Particulars for

the asking.

The Equitable Life.

'Strongest in the World.'

F. KIENE,
Manager, Hongkong.

Hongkong, 10th September, 1901. [995c]

THE CHINA MUTUAL STEAM NAVIGA-
TION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO
VICTORIA (B.C.) AND SEATTLECalling also at YACOMA and carrying Cargo
on through Bills of Lading to NEW YORK
and other points of the United
States in connection
with theGREAT NORTHERN RAILWAY CO'S
LINES.

THE Steamship

"TEENKAI,"
Tons 4,642, Commander H. C. Harris,
is due here on 24th instant and will have
quick dispatch.For Rates of Freight and further Particulars,
apply toJARDINE, MATHESON & Co.,
Agents,
Hongkong, 10th September, 1901. [999c]UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"LONGSHIPS,"
Captain Moore, will be despatched as above
on or about the 13th October.

For Freight, apply to

JARDINE, MATHESON & Co.,
Agents,
Hongkong, 10th September, 1901. [1000c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATON APCAR,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.Cargo impeding the discharge will be landed
at once.Cargo remaining on board after the 12th
instant, at 2 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside;
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents,
Hongkong, 10th September, 1901. [1001c]

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO,
LONDON AND STRAITS.

THE Steamship

"RADNORSHIRE,"
Captain Bindloss, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon and stored at Consignees'
risk and expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 17th instant will be subject
to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 16th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents,
Hongkong, 10th September, 1901. [1002c]

Intimations.

NOW READY.

THE
SPECIAL DESCRIPTIVE

STATISTICAL EDITION

OF THE
"HONGKONG TELEGRAPH."

TEN PAGES.

PRICE 50 CENTS.

THOSE desirous of obtaining copies should
order early, as only a limited number
has been struck off and a Second Edition can
not be printed.The Special Edition will be mailed to any
address on receipt of 50 cents to cover cost
and Postage.
Hongkong, 2nd May, 1901.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.The Superioress will also be most grateful
for any PAPERS, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 1st April, 1901.

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF
AERATED
WATERS.

IN THE FAR EAST.

OUR FACTORIES are construct-
ed with every attention to the best
principles that sanitary science can
suggest; and our NEW FACTORY
at WEST POINT is the LARGEST
and BEST EQUIPPED in the FAR
EAST.A perfect System of Filtration is
employed guaranteeing Absolute
purity.A STAFF OF ENGLISH EXPERTS
attends to every detail of the Manu-
facture.The Waters produced are of the
highest class and excellence; as testi-
fied to by the best English makers.A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.
Hongkong.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 10, 1901.

NOTES AND COMMENTS.

High Prices.

It would be interesting to know at the
present time whether the great rise in the
price of foodstuffs has affected those Govern-
ment Departments which have a large body
of men to feed. For instance, how do the
prices of the food supplied to the prisoners in
the Goal compare with the prices paid five-
years ago? It has been suggested to us that if
these figures were made public it would be
seen that the rise in the price of food supplied
to the Government had not kept pace with
the rise in the ordinary market rates, or, in
other words, the extra prices demanded
from the public are simply a squeeze and
mean, not a rise in the prices on wholesale
foodstuffs, but merely an extra profit de-
manded by the retailer. We cannot say
from our own knowledge if this is the case,
but we are assured that were the Govern-
ment to look into the matter the fact would
come to light that the public was being thus
squeezed. We commend the matter to the
attention of His Excellency the Governor,
as it was evidently entirely overlooked by
the late Food Commission.

Anarchist Literature.

When we wonder, will the Powers come
to the conclusion that anarchist literature is
not good for the people? One is not allowed
to publish obscene pictures or books, but
anybody who happens to have a maggot in his
brain may flood the world with vile literature
which leads to the assassination of some harm-
less public personage and this man can and
does escape all punishment. We should not
like to see a rigid censorship which prevented
free expression of opinion, but we should
rejoice at an international law which firmly
suppressed these vile prints which do nothing
but preach anarchy and murder. If Presi-
dent MCKINLEY's would be murderer would
give the names of the lecturers and the
authors of the works which put the idea of
assassinating the President into his head,
we fancy that plenty of people would be
found willing to do all in their power to
bring about the imprisonment or deportation
of these ruffians. An matter of fact they
are entitled to less consideration than the
assassins whom they instigate to deeds of
murder, for they themselves are too coward-
ly and cunning to act up to their own pre-
aching, but having ready tongues and pens
use them in such a manner that weak-minded
folk are imposed upon and led to commit
crimes which fill the world with horror.
These vermin require to be wiped out. The
world be very much better without them.

Treason: Price One Halfpenny!

Truly treason is cheap nowadays! All
you have to do is to plank down your half-
penny and you get the Morning Leader,
which is the great London organ of Messrs.
KROON, LYNDS and Company. According
to the Morning Leader every Boer is a born
COTTAM & Co. is the LATEST SHAPES in
COTTON COLLARS.hero, and every Briton the worst sort of
savage you can possibly imagine. The issue
of this pro-Boer journal for the 10th August
contains a leading article, a whole column in
length, upon the wickedness of the Proclama-
tion calling upon the Boers to surrender
before the 15th September, but it quite for-
gets to mention that this proclamation was
rendered necessary by the acts of the Boers
themselves and by their threat to shoot all
natives in British employ. Such little unpleas-
ant facts as this the Morning Leader totally
ignores. The same issue also contains a
column of vituperation by a gentleman—
heg pardon, we mean pro-Boer—signi-
fying himself CHARLES WILLIAMS, who tries
to prove that we are disregarding the laws
of international warfare and committing all
sorts of other crimes. After publishing the
proclamation in full, the Leader quotes "Ger-
man Opinion," which consists of a couple of
cuttings from two Anglophobe German papers
that nobody outside the Morning Leader Office
ever heard of, before, or wants to hear of
again. On one point only do we agree with
this pro-Boer print. It closes its leading
article by saying that when Mr. CHAMBER-
LAIN has caught the Boer leaders and the
civilized world applauds them, "it will
think with contempt of us." The Leader is
quite right, only it won't have to wait until
the Boer leaders are caught. It already can
get as much contempt as ever it wants from
us and from any right-minded man, be he
Briton or foreigner, the whole world over.

REUTER'S TELEGRAMS.

CHINA AND THE POWERS.

THE PROTOCOL SIGNED.

LONDON, September 8th.

The Protocol has been signed at Peking.

PRESIDENT MCKINLEY

IMPROVING.

Vice-President Roosevelt and the mem-
bers of the United States Cabinet have
arrived at Buffalo.The physicians in attendance on President
McKinley have assured Vice-President Roose-
velt that the President will recover.The bulletin issued at nine on Sunday
morning, said that the patient had passed a
good night; his mind is clear, and he is rest-
ing well. The wounds are progressing satis-
factorily, and there is no inclination to peri-
tonitis.The bulletin issued at six on Sunday even-
ing says that the President's condition con-
tinues satisfactory, and that he is sleeping
quietly.The real range of the President's assailant
is Colgorz. In a signed confession he states
that he acted solely under the influence of
anarchist literature and lectures, and declares
that he has no accomplices.The wounded President has not partaken
of nourishment since he was shot, but the
physicians declare this unnecessary, as he
has plenty of reserve strength.Thousands of telegrams of sympathy have
been received.

LOCAL AND GENERAL.

H.M.S. ALDION is expected to arrive in
Hongkong next Friday.H.M.S. BRISK arrived at Singapore from
Hongkong on the 1st instant.H.M.S. LIZARD sailed from Singapore for
Australia on the morning of the 2nd instant.THE 3rd Madras Light Infantry leave Hong-
kong this afternoon. Their band will be sorely
missed.PARCEL MAILS for Europe, &c., per s.s.
Parramatta will close at 3 p.m. on Friday, the
13th inst.THE EMPEROR WILLIAM is sending to
King Edward an enormous silver-gilt epergne
of his own design.NUMBERS OF MONKS are leaving France,
owing to the Association law, and are settling
in England, especially in the Isle of Wight.MRS. GASWELL: "The Czar of Russia now
has four daughters."

Mr. Gaswell: "Oh, the dear little Czardines!"

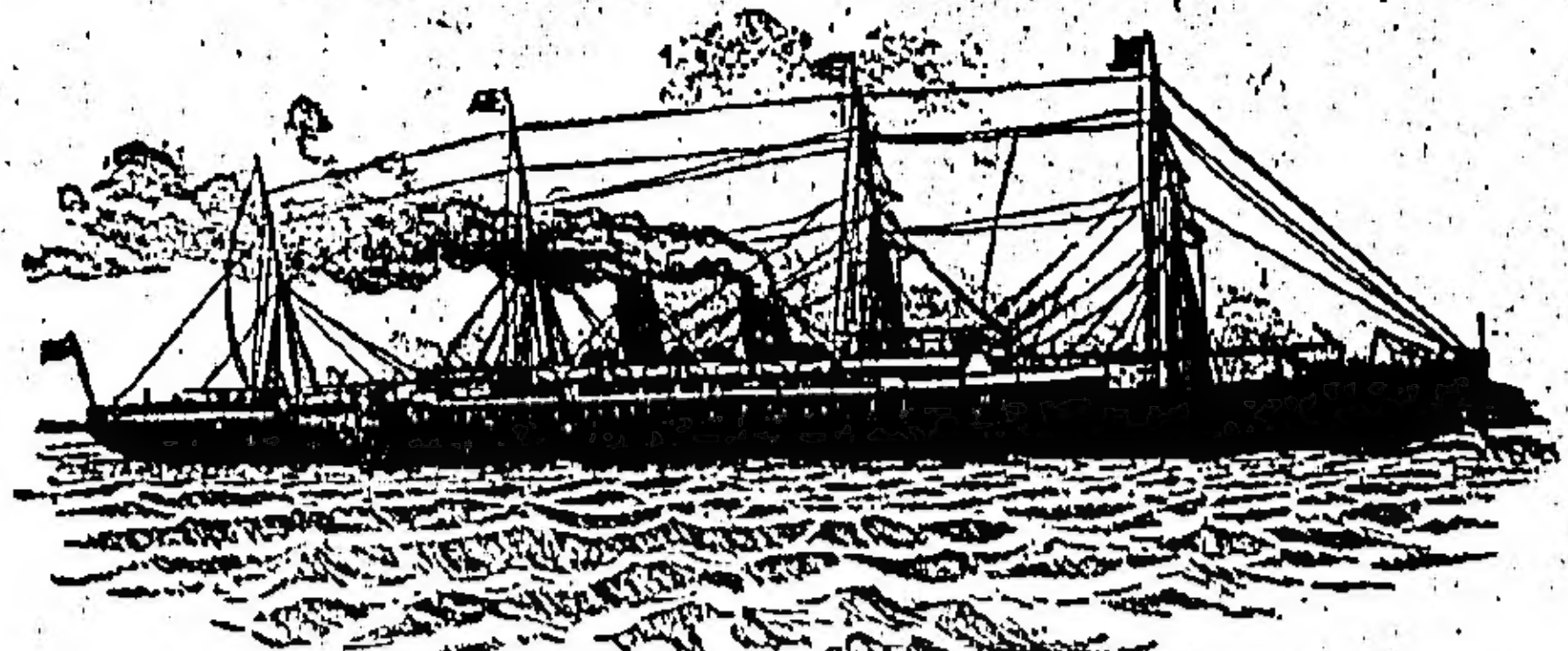
THE STATE OF MAINE, a full rigged ship
from New York, has arrived safely in harbour.
Captain Colcord reports a fair trip of 127 days.
She is loaded with case kerosene for the
Standard Oil Co.BY THE TAIYUAN arrived from Mr. G.
Kis, of Sydney, New South Wales, a consign-
ment of horses for Shanghai. They are being
transhipped under the personal supervision of
Mr. Hill of the horse repository.PING PONG is evidently coming into favour
in the Colony. So much so that Messrs.
Brewer & Co. have to make a special an-
nouncement of it, which will be seen on
referring to our advertising columns.HOLBEIN, the ex Cycling Champion, left
Calais recently to swim across the English
Channel. He swam for twelve hours, and was
pulled out of the water in a semi-conscious
state six miles from the English coast. As a
record swim in a rough sea it is unprecedented.AMONG recent Australian legislative oddities,
it may be noted that, in Victoria, it has been
laid down that under certain circumstances a
father must not employ his own sons. In
New South Wales a law has been passed which
prohibits a small shopkeeper from employing
himself. One is lost in wonder at the extent
to which degeneration must have proceeded
in people, Parliament, and press before such
franks of legislation became possible.COTTAM & Co. for the K. WALKING and
SHOOTING BOOTS.COTTAM & Co. for RIDING WHIPS and
LEATHER TUBES, LEGGINGS.A MAN, named Shimidzu Fujitaro, native of
Kogawachi, Mura, Mifumi, Tama Gori, Tokio
Fu, committed suicide recently by fastening
some dynamite to his abdomen and exploding
it. Death was instantaneous, as may be im-
agined. The man is believed to have been
made insane by a long illness.SOME TREASURE conveyed in a box from
Kuala Lumpur to Kuala Selangor in the *Baid*
was swamped whilst being transferred to a
boat in a crocodile infested river. The box
fell in twelve feet of water. A Malay diver
went down and fastened a rope to it and after
considerable trouble the box was brought up.
The diver got \$20.THE OFFICIAL REPORT of the race be-
tween H.M.S. *Hyacinth* and H.M.S. *Minerva*
homeward, states that the *Hyacinth* burned
550 tons against 451 burned by the *Minerva*,
but the speed was slightly less and her tubes
leaked seriously. The *Minerva*'s were so
choked that it would have been impossible to
go further at the same speed.SEVENTEEN LANDSLIPS have occurred
near Simla, says a Calcutta telegram of 23rd
ult. The Municipal woodstock has fallen on
the tonga road and engineers have been sum-
moned to try and clear the road for the English
mail due to-day from Bombay. Eight inches
of rain fell in seven hours. The Punjab
Secretariat has been temporarily vacated; but
the European houses were only slightly
damaged.MESSRS. WATKINS & CO., LTD., are ever
extending their business. Their new agencies
comprise, amongst others, Cynus Noble Whisky,
and Marie Brizard Brandy. These two makes
representing a rye whisky and an old matured
brandy would be hard to beat, the brandy
particularly being the best stimulant for an
invalid. The Crown Aerated Waters are as
popular as ever, especially Messrs. Watkins
latest, the Claret and Lemonade. This article
has caught on and has evidently come to stay.AN EXTRAORDINARY occurrence lately
took place at Ipoh, says the *Perak Pioneer*. In
a violent thunderstorm, the lightning made
short work of the roof of two houses near the
premises of the Straits Trading Company's
godowns and prostrated a Chinese foot-
passenger. A gentleman who rushed out to
the rescue of the latter was himself knocked
over, owing possibly to the surcharge of
electricity in the man he went to help. It is
an occurrence that is very rare, owing to the
channel of animal electricity being very often
equalized, on a scientific theory.THE ROBINSON PIANO CO. have a small
shipment, which is going off rapidly, of the
"Apollo" self playing piano attachment. This
instrument is a marvel of ingenuity. By
simply rolling it to the piano, no attachment,
and sitting down and pumping with the feet
any selection can be played by placing a roll
in the receiver. On the right hand is a small
handle, which regulates the time and on the
left two buttons for the soft and loud pedals.
The whole is so simple, yet effective, that no
one without looking, could tell it was not a
musician of the highest order playing.THE KOKUMIN SHIMBUN of the 30th
ult. says:—We have good reason to believe
that the negotiations of introducing foreign
funds have made great progress. But it is a
pity that almost all statements appeared hith-
erto in the press about this matter are not well
founded. According to what we hear, Mr.
Takihara, our Minister at Washington, has
been using his influence for that end, and re-
ported the other day to the authorities concern-
ed that the prospects are very hopeful. Now
it is understood that a number of the American
capitalists are making a certain preparation to
deal with this affair.THE BOARD OF TRADE inquiry into the
loss of the Leyland steamer *Argyllian* off the
Newfoundland coast was concluded at Liver-
pool on the 8th ult.The Court found that the master, Capt.
James Dingle, was alone in default, having
mistaken the fog signal on Cape Race for a
steamer's signal without taking measures to
ascertain if his assumption were correct.
His certificate was suspended for three
months.The Court suggested that the attention of
the authorities should be directed to the
similarity of the signals.PHYSICIANS and scientists are mystified by
a strange disease apparently peculiar to Central
Park, that beautiful resort upon which New
York spent upwards of £4,000,000. Around
Central Park are the homes of New York's
wealthiest men; these send their children and
nurses to the park, and mothers of the poor
bring their little ones long distances to enjoy
the outing. Dr. Ro J. Grey, who has made a
special study of the park for ten years, has
sounded a note of warning which has alarmed
the city. He says children go to sleep in the
park to wake no more. He asserts that he lost
his own child in that way, and knows of other
deaths. The nature of the disease is puzzling.
It bears some resemblance to malaria.

MYSTERIOUS STABBING AFFRAY.

A most mysterious affair has occurred in our
midst within the last two days. It appears a
young man, a Spaniard, attended at a certain
house to give music lessons to a young lady.
Everything went smoothly for some time when
we have reason to believe the music master was
accused of stealing from his pupil. What
happened is not quite clear, but one thing is
certain, the man is stabbed in the side and the
woman is also wounded. The former is being
detained at the Police Station and the latter
was removed to the Government Civil Hospital
this afternoon about 4 o'clock.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GALIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M., the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

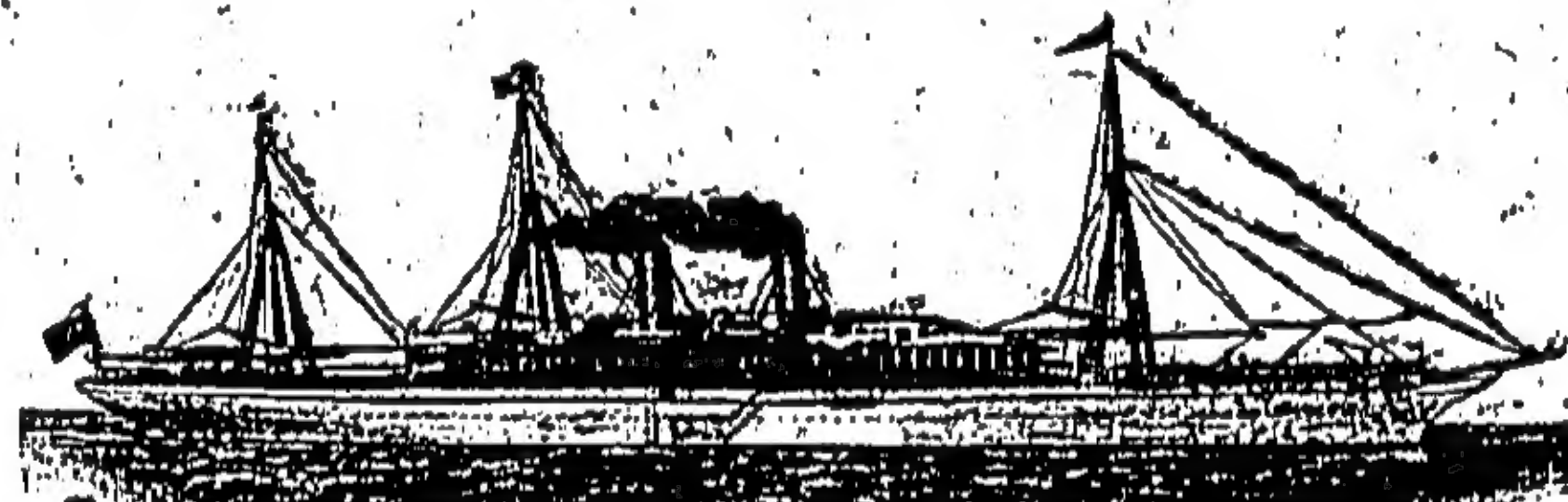
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 10th September, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 days, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points, and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Queen's Building.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIST, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).
PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ARAGONIA	NEW YORK	15th Sept. Freight.
ANDALUSIA	VIA SUEZ CANAL.	
Ehlers	HAYRE and HAMBURG.	21st Sept. Freight.
ARABIA	(Calling at SINGAPORE and PENANG).	
Sachs	HAYRE and HAMBURG.	5th October. Freight.
KOENIGSBERG	(Calling at SINGAPORE and COLOMBO).	
Christiansen	HAYRE and HAMBURG.	19th Oct. Freight and Passengers.
BAMBERG	(Calling at SINGAPORE and PENANG).	
Jacobs	HAYRE and HAMBURG.	2nd Nov. Freight.
	(Calling at SINGAPORE and COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 30th August, 1901.

Consignees.

IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship.

S.S. "PREUSSEN" of the NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 10th instant, and THURSDAY, the 12th instant, at 9.30 A.M.

All Claims must reach us before the 10th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 4th September, 1901. [22]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"CANTON" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 6th September, 1901. [16]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR" FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th August, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 6th September, 1901. [951C]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. THE Company's Steamship.

"MOYUNE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th instant, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & CO., Agents.

Hongkong, 9th September, 1901. [993C]

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES OF CARGO per Steamship.

"MERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 9th September, 1901. [17]

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901. [571C]

OUR LONDON LETTER.

(From Our Own Correspondent.)

LONDON, August 8th.

THE LATE EMPRESS FREDERICK.

Once again the land is plunged in mourning, a mourning, not merely respectful to the King,—thus, a second time bereaved, in the short space of seven months,—but of kindly almost tender reverence for that heroic spirit now passed to its eternal rest. Considering how little time, during the life of the younger generation, the Empress Frederick has been able to spend in England, the outburst of spontaneous personal regret which her death has elicited in this country, is indeed a tribute to the nobility of her character, and the charm of her personality. Flies are half-masted, and the general public has already reverted to the black or half-mourning garb so recently discarded; although the official orders for national mourning are not yet issued, they probably will be in the course of to-day. There is a universal feeling of regret that King Edward was not able to reach Germany in time to share the last sad vigil, as, apart from the consolation it would have afforded to him,—the relations between brother and sister being of the most intimate and tender description—it is feared that the Anglophobe German Press may draw comparisons between the action of the Emperor, in our great national grief, last January, and that of the King on this occasion, to the disadvantage of the latter. Up to the present, however, no unfriendly word, either towards the sleeping Empress, or her native-land, has appeared anywhere. The Continental, and even the German Press, have fallen not far short of the British in generous appreciation of the heroism, the beauty and the pathos of the life just ended. In truth, fate was hard to her almost from the moment she attained to woman's estate. Extraordinarily gifted, and educated by her father as few men, and practically no women were in those days, she passed,—a girl of seventeen—from her home atmosphere of liberal thought and intellectual culture straight into the narrow reactionary conventionalities of the Prussian Court, where feminine intellectuality was regarded with both suspicion and contempt. Doubtless she was over-English in these early days, and showed her partiality for all things British with an openness which may have seemed aggressive to a Society not too well enamoured of the marriage to start with. But, surely, even a Princess can hardly be expected, while still in her teens, to be unfaithfully wise, discreet, and self-restrained. Then began that bitter persecution of "Die Engländerin" as Bismarck was wont to call her; which that man of iron maintained against her, till the hour of his own disgrace. History, a history which cannot be written for many years to come, will alone reveal all that she suffered at his hands, but enough is already known, for a leading foreign paper to refer to the Empress's life as one of "martyrdom" long before the tragic death of her husband deprived her at one stroke of a consort most devotedly loved, and of that power to advance the social condition of women, and of the labouring classes which had always been her chief ambition.

The unseemly wrangle over the projected Battenberg marriage, the revolting strife around the deathbed of the Emperor Frederick, the coarse and scurrilous attacks upon the Empress by Bismarck's paid reptile press, on these and much else, the world already has passed judgement; but undoubtedly the cruellest effort of the Chancellor was that dire deed at her home life, when he alienated from the grief-stricken woman, the love of her eldest son. During the last pain-racked years of her life, the Emperor and his mother once more found themselves in complete family accord, and the affectionate nature of William II seems to have reassured itself. Those on the spot affirm that of all the Imperial family, he is most deeply distressed over the sad event of last Monday.

The news of the Empress Frederick's death, entailing as of course it did, the withdrawal of the King and Court, has extinguished Cowes week as a social function; not that the Regatta has been entirely abandoned, that suggestion was vetoed by the King, but the races for the King's Cup, and the German Emperor's Cup have both been eliminated from the programme, and many entries for other events have been cancelled; moreover the sight of drooping flags, the absence of music, and the predominance of black costumes have affected the spirits of the most careless. This is now the fourth successive year in which Cowes week has been darkened by a recent royal bereavement. Last year it was the Duke of Saxe-Coburg, the season before his son Prince Alfred, and in '98 the Princess of Wales as she then was, received a summons to the deathbed of her mother just before the festivities commenced.

THE NAVAL MANOEUVRES. A regatta of another kind was that which terminated on Monday night in the Channel. The Sea Lords of the Admiralty thinking that demonstration of our naval weakness had gone as far as was politic for the Continent to get, and also conscious that the main object of instruction on certain definite subjects had been afforded to the Fleet and its officers, ended the mimic war. There is practically no question that had there been a real enemy, and his ships handled as skillfully as by Admiral Wilson, matters would have assumed a serious aspect for the British Empire. The defending fleet was thrashed at every point, though all experts are agreed that the final battle on Monday would have been favourable to Admiral Noel, had his mobility been commensurate with his numerical strength. As it was, however, the Commander with a battle-ships' less than "B," was able, by reason of his greater speed, to assume, and maintain an advantageous position, which enabled him to concentrate all his fire upon

Admiral Noel's leading ships before the remainder could come into action; and there is likely to be but one ending to a fleet engaged in detail. In service circles it is devoutly hoped, that the result of the manoeuvres may be found in the construction of quicker ships, and a settlement of the vexed boiler question. Several of the ships fitted with watertube boilers came to grief or were in difficulties more than once. The most unfortunate feature of the "war" was the destruction of H. M. destroyer *Viper*, the fastest war ship of the world, which became a total wreck upon the dreaded Casquettes, which have on other occasions cost so many lives among those who go down to the sea in ships. Happily the crew, guns and stores were all saved.

NUTINY.

Another untoward incident of the week, having the sea for its stage, occurred yesterday in the Roads near Cowes. The transport *Manchester*, with troops for South Africa, was seen to suddenly drop anchor and signal the shore. Inquiries elicited a reply, fortunately rare where British steamers are concerned, the firemen had struck on account of some grievance, not yet ascertained, and refused to stoke. Fresh men have been wired for and the *Manchester* will depart to-day.

THE WAR AND THE VOLUNTEERS.

Little has been heard of the war since I last wrote you. Lord Kitchener's brief despatches contain little beyond figures, which, though satisfactory, are not satisfying. On the other hand there have been two little military flares in our own midst. No fewer than 75,000 Volunteers went under canvas between Saturday and Bank-Holiday, since which time they have been doing valuable and instructive work. The great object of this year's course was to demonstrate the strength and weakness of cyclists in war, in order that the authorities might learn how best to utilise, and make efficient this new arm of the service. It is stated that Major General Douglas has reported that he considers the chief contestable points already solved. Even to civilians, yesterday's movements abundantly established the possibility of exercising immediate control over a long column. Thus 1400 cyclists, riding two abreast, were directed to attack Staines, but at the bottom of Bagshot Hill, orders were signalled to turn off to Reading instead. The two-mile-long column halted, retraced its way without confusion, despite the narrowness of Bagshot Village street, and performed the operation with no hitch whatever. It is said that the new plan for the defence of London, now maturing at the War Office, will give the cyclist battalions a large part of the service it was formerly designed to trust to Mounted Infantry.

RED TAPE.

Another military matter has been the cause of questions in the House and still more indignant question among the public. A number of Yeomen returned from South Africa have found themselves quite unable to extract any pay from a grateful War Office. The excuse put forward in every case, is, that the pay-sheets not having arrived from Capetown, the home department is unable to do anything. Commonsense obviously dictates the necessity of an official check upon the men's demands, if only in the interests of the taxpayer, but the mere common business man is astounded to learn that the Staff has not ensured the arrival of the duplicate pay-sheets in place of those which it will be remembered, were captured by the Boers and burned some months ago. Not only are the Yeomen suffering from this lack of system, but many regular soldiers are also grievously put to it to find the means to pay their daily way, and at least one of these unfortunates has been compelled to pawn his medals to buy bread. This has set the man in the street thinking, and the response made to the new request for further volunteers is awaited with some curiosity.

THE CAIRO FOX-HUNT.

"The Cairo Fox-hunt," which begins to attract attention, is just one of those semi-military semi-social contrivances which are both food and drink to the extreme Little-Englanders party in Parliament, and questions are being asked daily respecting the details. Until these appear it is to be hoped popular judgment will be suspended, but the case certainly demands inquiry. Briefly the facts which seem to be established by the statements of both sides are these:—

Mr. Wilfrid Blunt has a fairly extensive property near Cairo, in which town at present the Hussars are stationed. On Sunday July 21, Mr. Blunt being in England, and Lord Cromer and the Hussars C. O. both absent from Cairo, eight officers of the regiment proceeded to this property at 5 a.m. for the purpose of hunting one of Mr. Blunt's half-tame foxes, with a few newly-arrived hounds. Twenty native servants rushed to the protection of their master's grounds, and in the mêlée which ensued, roughly handled and beat the officers, who not being in uniform were not recognised. The soldiers, annoyed at their defeat, took out a summons in the native Court, where it is virtually impossible for a black to obtain judgment against a white, and the servants were condemned to terms of imprisonment varying from three to six months. As it stands, the affair does not sound creditable to the regiment concerned, but the reply of the officers must be awaited before a conclusion can justly be reached.

THE LATE MR. BEACH.

The death of the "Father of the House of Commons" as the result of a cab accident, due to the usual chaotic condition of the London streets, has called forth universal expressions of regret. Mr. Beach, who only succeeded Mr. Villiers in the "paternal" seat two years ago, was a deservedly popular man with all parties, although a member little known politically to the

outside public. He is succeeded as "father" by Sir Michael Hicks-Beach, who holds a record of thirty-eight years unbroken service. The claim of Sir James Fergusson, who entered Parliament 10 years before Sir Michael, has been urged in some quarters, but the rule of the Commons reckoning only continuous service, disqualifies Sir James, as he pointed out himself when the matter was informally discussed.

SEVERE MEASURES IN S. AFRICA.

SURRENDER DEMANDED WITHIN FIVE WEEKS.

A Parliamentary paper was issued on the 9th ult., containing correspondence relating to the prolongation of hostilities in S. Africa.

The chief item is a proclamation issued on 7 Aug. by Lord Kitchener, with the concurrence of the British Government. The proclamation is as follows:—

THE PROCLAMATION.

Whereas the late Orange Free State and the late South African Republic have been annexed to his Majesty's dominions;

And whereas his Majesty's forces are and have for some considerable time been in complete possession of the seats of Government of both the aforesaid territories with their public offices, and the whole machinery of administration, as well as of all the principal towns and the whole of the railway lines;

And whereas the great majority of the burghers of the two late Republics, to the number of 35,000, exclusive of those who have fallen in the war, are now either prisoners or have submitted to his Majesty's Government and are living peaceably in towns or camps under the control of his Majesty's forces;

And whereas the burghers of the late Republics still in arms against his Majesty are not only few in numbers, but have lost almost all their guns and munitions of war, and are devoid of regular military organisation, and are therefore unable to carry on regular warfare or to offer any organised resistance to his Majesty's forces in any part of the country;

And whereas those burghers who are still in arms, though unable to carry on regular warfare, continue to make isolated attacks upon small posts and detachments of his Majesty's forces, to plunder or destroy property, and to damage the railway and telegraph lines, both in the Orange River Colony and the Transvaal and in other portions of his Majesty's South African Dominions;

And whereas the country is thus kept in a state of disturbance, checking the resumption of agricultural and industrial pursuits;

And whereas his Majesty's Government is determined to put an end to a state of things which is aimlessly prolonging bloodshed and destruction and inflicting ruin upon the great majority of the inhabitants, who are anxious to live in peace and to earn a livelihood for themselves and their families;

And whereas it is just to proceed against those persons who, being in a position of authority, are responsible for the continuance of the present state of lawlessness, and are instigating their fellow burghers to continue their hopeless resistance to his Majesty's Government.

Now therefore, I, Lord Kitchener, &c., under instructions from his Majesty's Government, proclaim and make known as follows:—

All commandants, field-cornets, and leaders of armed bands, being burghers of the late Republics, still engaged in resisting his Majesty's forces, whether in the Orange River Colony and the Transvaal, or in any other portion of his Majesty's South African Dominions, and all members of the Governments of the late Orange Free State and the late South African Republic, shall, unless they surrender before 15 September next, be permanently banished from South Africa; the cost of the maintenance of the families of all burghers in the field who shall not have surrendered by 15 September shall be recoverable from such burghers, and shall be a charge upon their property movable and immovable in the two Colonies.

LAST OF A STRANGE TRIBE.

In the Russian province of Novgorod, less than 200 miles from St. Petersburg, dwells (says the *Family Doctor*) the remnant of a Finnish tribe called the Kaiwans. There are only 800 or 900 of them, and the number is being continually and rapidly reduced by the ravages of typhus fever, so that in a short time the Kaiwans will probably pass out of existence altogether.

The Kaiwans are primitive to an almost incredible degree, and seem scarcely to have been touched by the finger of civilisation. The idea of property is entirely unknown to them. "What is mine is thine, and what is thine is mine," they say. Theft is therefore an unheard-of thing among them. It would have no meaning to them. They cried out in astonishment when a Russian traveller, who recently visited them, proceeded to fasten the door of his hut on leaving it.

When a Kaiwap bakes bread the whole village is welcome; when he heats his bath-room the whole tribe may bathe therein. Of books and newspapers the Kaiwans have no knowledge or conception. The traveller showed them a St. Petersburg journal. At the Russian eagle was displayed in the ornamental heading the Kaiwans took the sheet for an imperial ukase, and reverently bared their heads. After the traveller had explained, or attempted to explain, what the paper really was, they fingered and smelt it, and finally tore it into bits, where were distributed and preserved as curiosities. The only vegetables they are acquainted with are cabbage and potatoes. They fell into raptures of astonishment over a pickle. All the Kaiwans are shy in the presence of strangers, and many of them even run away and hide. If they are a race of overgrown children, and their days are numbered.

GIRAULT, FRESH GOODS by every MAIL.

GIRAULT, WINE and SPIRIT MERCHANT.

GIRAULT'S GREAT SPECIALTY COFFEE ground on the PREMISES.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WOOSUNG"	13th instant.
MANILA	"SUNGKANG"	14th instant.
LOILOLO and CEBU	"KAIFONG"	14th instant.
YOKOHAMA	"CHINGTU"	15th instant.
TIENTSIN	"KWEIYANG"	20th instant.
SHANGHAI	"WHAMPOA"	20th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th September, 1901.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"ULYSSES"	12th instant.
"	"AGAMEMNON"	19th instant.
"	"CALOHA"	26th instant.
"	"NESTOR"	1st October.
"	"LAETES"	9th October.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"IDOMENEUS"	17th instant.
"	"TYRUS"	1st October.
"	"PYRRHUS"	15th October.
"	"AGAMEMNON"	29th October.
"	"OBESSES"	15th instant.
LIVERPOOL (DIRECT)	"ULYSSES"	15th October.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 5th September, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"CARINTHIA,"

Captain Marconino, will leave for the above

place, on THURSDAY, the 12th September, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 29th August, 1901.

SHAW, TOMES & CO'S

"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ATAKA,"

will be despatched for the above

Port, on or about the 13th instant.

To be followed by the

S.S. "ANAPA,"

about 15th October, 1901.

For Freight, apply to

SHAW, TOMES & Co.,

Agents.

Hongkong, 3rd September, 1901.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND

SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF

JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,

and HONOLULU, the UNITED STATES, &c.

Carlisle City, about Sept. 15

Strathgyle, about Oct. 15

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN DIEGO and SAN

FRANCISCO, via MOI, KOBE, YOKO-

HAMA and HONOLULU, on or about

the 15th September.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the OFFICE until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to Points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further Information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ, PORT SAID,

FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS,

to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Levi, will be despatched as above

on TUESDAY, the 17th September, P.M.

For Information as to Passage and Freight,

apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 28th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the

above Ports, on WEDNESDAY, the 18th

instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 4th September, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENGYLE,"

Captain T. Darke, will be despatched for the

above Ports, on the 28th September, 1901.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents.

Hongkong, 28th August, 1901.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above

on FRIDAY, the 13th instant, at 5 P.M.

This Steamer has Superior Accommodation

for First Class Passengers and is fitted through-

out with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 6th September, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"

Captain Mitis, will leave for the above places,

on TUESDAY, the 17th September, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 28th August, 1901.

SAILING VESSEL.

FOR NEW YORK.

THE 3/4 A. I. I. American ship

"MANUEL LLAGUNA,"

will load during September and October, sail-

ing about 25th October.

For Freight, apply to

SHAW, TOMES & CO.

Agents.

Hongkong, 8th July, 1901.

Asanonic.

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 165.

A REGULAR MEETING of the above

LODGE will be held in the FREEMAN-

SONS' HALL, Zedland Street, on MONDAY,

the 16th instant, at 8.30 for 9 p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 7th September, 1901.

Intimations.

T. M. STEVENS & CO.

CARRY IN STOCK.

A FULL LINE OF "GERMINAL"

MANILA CIGARS.

T. M. STEVENS & CO.

Beaconsfield Arcade.

Hongkong, 2nd September 1901.

C. E. WARREN,

BUILDING CONTRACTOR,

WYNDHAM STREET (Opposite to the

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SANITARY APPLIANCES SUPPLIED

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WASTE PIPES, &c. CLEANSED and RE-

PAIRED. Sanitary Board Notices receive

prompt attention. Agent for MOSAIC TILES.

Prices on Application.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy,

as employed in the Continental Hospitals by

Ricord, Rostan, Jobert, Velpeau, and others,

combines all the desiderata to be sought in a

medicine of the kind, and surpasses everything

hitherto employed.

THERAPION No. 1, in a few days only,

removes all discharges from the urinary organs,

effectually superseding injections, the use of

which does irreparable harm by laying the

foundation of structure and other serious dis-

eases. In dysentery, piles, irritation of the

lower bowel, cough, bronchitis, asthma, and

some of the more trying complaints of this

kind, it will be found astonishingly efficacious,

affording prompt relief where other well-tried

remedies have been powerless.

THERAPION No. 2, for impurity of the

blood, scurvy, pimples, spots, blotches, pains

and swellings of the joints, secondary symp-

toms, disease of the bones, sore throat, and all

diseases for which it has been too much a

fashion to employ mercury, sarsaparilla, &c., to

the destruction of the sufferer's teeth and ruin

of health. This preparation purifies the whole

system through the blood, and thoroughly

eliminates every poisonous matter from the

body.

THERAPION No. 3, for nervous exhaustion,

waste of vitality, and all the distressing con-

sequences arising from early error, excess,

residence in hot, unhealthy climates, &c. It

possesses surprising power in restoring strength

and vigour to the debilitated.

THERAPION may be procured of the principal

Chemists and Merchants throughout the

world. Price in England 2/6 and 4/6. In order-

ing, the purchaser should state which of the

three numbers he requires, and observe that the

word "THERAPION" appears on a red ground

affixed to every genuine package by order of

Her Majesty's Hon. Commissioners, and with-

out which it is a forgery.

Sold by A. S. WATSON & Co., Limited,

Hongkong, China and Manila.

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BEECHAM'S PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

SUCH AS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

to Cents per Box.

Prepared only by the Proprietor

THOMAS BEECHAM, St. Helens, England

SOLE AGENTS for HONGKONG and the

EMPIRE OF CHINA

WATKINS, LIMITED,

APOTHECARIES HALL, 50, QUEEN'S ROAD

Central Hongkong.

ROBBERS SECURE HALF A TON OF GOLD.

Cunning, patient and daring thieves broke

into a safe in the Selby Smelting and Lead

Company's works at Vallejo Junction between

midnight and daylight yesterday morning, says

the *San Francisco Chronicle* of 7th ult., and

secured thirty-seven bars of gold. The mass

weighed 1,130 pounds and its value was

\$280,000. It is the largest theft of gold bullion

known in this country. The thieves planned

their work with infinite caution and patience.

They executed the coup with daring and quick-

ness. They disposed of every tell-tale sign

with remarkable foresight and made their

escape, taking the enormous booty with them,

in such fashion that, so far as can be foreseen

now, they will never be traced. The mere act

Destination.	Vessels.	Agents.	Date of Leaving.
Anping, S'low & Amoy.	Maiduru Maru.....	Mitsui Bussan Kaisha.....	Sept. 18.
B'bay v. S'pore & Penang	Bisigno.....	Carlowitz & Co.....	Sept. 11, at noon.
B'bay v. S'pore & C'mbo	Milke Maru.....	N. Yusen Kaisha.....	Sept. 13, at noon.
Breinen & Ports of Call.	Prinz Heinrich (s).....	Norddeutscher Lloyd.....	Sept. 10, at noon.
F'chow v. S'tow & Amoy	Anping Maru.....	Mitsui Bussan Kaisha.....	Sept. 11.
Havre and Hamburg	Bamberg.....	Hamburg-Am'ka Linie.....	Nov. 2.
Havre and Hamburg	Andalusia (s).....	Hamburg-Am'ka Linie.....	Sept. 21.
Havre and Hamburg	Arabia (s).....	Hamburg-Am'ka Linie.....	October 5.
Havre and Hamburg	Königsberg (s).....	Hamburg-Am'ka Linie.....	Sept. 19.
Hilo and Cebu	Kaifong.....	Butterfield & Swire.....	Sept. 14.
Liverpool	Orestes (s).....	Butterfield & Swire.....	Sept. 15.
Liverpool	Ulysses.....	Butterfield & Swire.....	Oct. 19.
London	Idomeneus.....	Butterfield & Swire.....	Sept. 17.
London	Tydeus.....	Butterfield & Swire.....	Oct. 1.
London	Pyrrhus.....	Butterfield & Swire.....	Oct. 15.
London	Agamemnon.....	Butterfield & Swire.....	Oct. 29.
London & Ports of Call	Bombay.....	P. & O. S. N. Co.....	Sept. 21, at noon.
Manila	Parramatta.....	P. & O. S. N. Co.....	Sept. 14, at noon.
Manila	Yuensang.....	Jardine, Matheson & Co.....	Sept. 13, at 5 p.m.
Manila	Diamante.....	Shewan, Tomes & Co.....	Sept. 11, at 5 p.m.
New York	Sungkiang.....	Butterfield & Swire.....	Sept. 14.
New York	Aragonia (s).....	Hamburg-Am'ka Linie.....	Sept. 15.
New York	Manuel Liaguno (s).....	Shewan, Tomes & Co.....	About Oct. 25.
New York	I. F. Chapman (s).....	Arnhold, Karberg & Co.....	Quick despatch.
New York v. Suez Canal	Satsuma.....	Doddwell & Co., Ltd.....	Oct. 20.
New York v. Suez Canal	Ataka (s).....	Shewan, Tomes & Co.....	About Sept. 13.
New York v. Suez Canal	Gleugle (s).....	McGregor Bros. & Gow.....	About Sept. 24.
New York v. Suez Canal	Mogul.....	Doddwell & Co., Limited.....	About Sept. 21.
Portland, (Or.)	Indravelli (s).....	Allan Cameron.....	Sept. 11.
San Diego & San F'co	Strathgyle (s).....	Butterfield & Swire.....	About Oct. 15.
San Diego & S. F'co	Carlisle City.....	Butterfield & Swire.....	Sept. 15.
S. Francisco v. Japan	America Maru (s).....	Toyo Kisen Kaisha.....	Sept. 17, at noon.
S. Francisco v. Japan	Hongkong Maru (s).....	Toyo Kisen Kaisha.....	Oct. 12, at noon.
S. Francisco v. Japan	Nippon Maru (s).....	Toyo Kisen Kaisha.....	Nov. 5, at noon.
Shanghai	Yunnan.....	Butterfield & Swire.....	Sept. 20.
Shanghai	Carpathia (s).....	Sander, Wierler & Co.....	Sept. 12, afternoon.
Shanghai	Palawan (s).....	P. & O. S. N. Co.....	About Sept. 14.
Shanghai	Woosang.....	Butterfield & Swire.....	Sept. 13.
Shanghai	China (s).....	Sander, Wierler & Co.....	Sept. 17.
Singapore	Airlic.....	G. Livingston & Co.....	Oct. 3, at noon.
Singapore & Melbourne	Daijinyo Maru.....	Mitsui Bussan Kaisha.....	Sept. 15.
Tientsin	Kweiyang.....	Butterfield & Swire.....	Sept. 20.
Vancouver, v. S'hai, &c.	Empress of Japan.....	Canadian P'fic R. Co.....	Sept. 25.
Vancouver, v. S'hai, &c.	Empress of China.....	Canadian P'fic R. Co.....	Oct. 23.
Vancouver, v. S'hai, &c.	Empress of India.....	Canadian P'fic R. Co.....	Nov. 20.
Victoria, B.C. &c.	Duke of Fife (s).....	Doddwell & Co., Limited.....	Sept. 10.
Victoria, B.C. &c.	Olympia (s).....	Doddwell & Co., Limited.....	Oct. 1.
Victoria, B.C. &c.	Victoria (s).....	Doddwell & Co., Limited.....	Oct. 15.
Victoria, B.C. &c.	Riojin Maru.....	Nippon Yusen Kaisha.....	Sept. 16, at noon.
Yokohama and Kobe	Bremen.....	Doddwell & Co., Ltd.....	Nov. 12.
Yokohama	Tristyle (s).....	Sander, Wierler & Co.....	Sept. 17.
Yokohama	Chingtu.....	Butterfield & Swire.....	Sept. 15.

VESSELS IN PORT.

Steamers.

AMERICA MARU, Japanese steamer, 3,460, P. H. Goring, 7th Sept.—San Francisco 10th Aug. and Shanghai 5th Sept., Mails and General.—J. S. Van Buren.

ANPINO MARU, Japanese steamer, 1,052, S. Atsumi, 7th Sept.—Fochow 4th Sept., Amoy 5th, and Swatow 6th, General.—Mitsui Bussan Kaisha.

BABELSBERG, German steamer, 1,370, A. Rieckmann, 7th Sept.—Samarang 29th Aug.—Sugar.—Butterfield & Swire.

BISAGNO, Italian steamer, 1,901, P. Brusca, Pietro, 4th Sept.—Singapore 29th Aug.—General.—Canalville & Co.

CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 6th Sept.—London 27th July, and Singapore 31st Aug.—General.—P. & O. S. N. Co.

CHARLES ROGIER, Belgian steamer, 1,292, Smith, 8th Sept.—Moj 1st Sept., Coals.—Order.

CHINA, German steamer, 1,113, Kriebben, 6th Sept.—Manila 3rd Sept., Ballast.—E. A. Trading Co.

CHINTO, British steamer, 2,260, J. E. Williams, 8th Sept.—Calcutta 27th Aug.

CLARA, German steamer, 675, Ulderup, 8th Sept.—Haiphong 5th Sept., General.—Jensen & Co.

DIAMANT, British steamer, 1,254, J. Rattenbury, 9th Sept.—Manila 6th Sept., General.—Sheehan, Thomas & Co.

ELCANO, American steamer, 501, R. de Albenaga, 3rd Sept.—Manila 31st Aug., Ballast.—Brando & Co.

ELSA, German steamer, 1,702, P. Schonwandt, 8th Sept.—Canton 8th Sept., Coals.—Jensen & Co.

FAUSANG, British steamer, 1,415, T. A. Mitchell, 2nd Sept.—Java 23rd Aug., Sugar.—Jardine, Matheson & Co.

GLORIOUS, British steamer, 3,141, Forbes Selby, 31st Aug.—Oman 23rd Aug., Coal.—McGregor Bros. & Co.

HINO MARU, Japanese steamer, 1,007, U. Nakano, 8th Sept.—Chefoo 4th Sept., General.—Mitsui Bussan Kaisha.

INDRAVATI, British steamer, 3,206, McGrath, 3rd Sept.—Moj 29th Aug., General.—E. A. Trading Co.

KAIFONG, British steamer, 1,024, G. H. Pennefather, 7th Sept.—Hain Ho 31st Aug., Government Stores.—Butterfield & Swire.

KUTSANG, British steamer, 1,495, T. W. Selby, 31st Aug.—Java 20th August, Sugar.—Jardine, Matheson & Co.

LAI SANG, British steamer, 2,224, G. Payne, 29th Aug.—Moj 23rd August, Coal.—Jardine, Matheson & Co.

LOONGMOON, German steamer, 1,245, R. Schildt, 9th Sept.—Canton 9th Sept., General.—Siemssen & Co.

LOYAL, German steamer, 1,006, Weichley, 3rd Sept.—Sourabaya 24th August, Sugar.—Siemssen & Co.

LUCAS, Austrian steamer, 1,508, Andrew Zaher, 8th Sept.—Samarang 30th Aug., Sugar.—Joo Tat, Singapore.

MACHEW, German steamer, 695, G. Wendig, 6th Sept.—Swatow 5th Sept., Rice and General.—Melchers & Co.

MEXICAN PRINCE, British steamer, 1,953, Penrice, 7th Sept.—Singapore 25th Aug. and Amoy 5th Sept., Petroleum.—Meyer & Co.

MOYUNE, British steamer, 3,016, Campbell, 8th Sept.—Birkenhead 28th July, and Singapore 3rd Sept., General.—Jardine, Matheson & Co.

PAX, Belgian steamer, 1,207, E. Damster, 7th Sept.—Sailon 3rd September, General.—Melchers & Co.

PHIA CHON KAO, German steamer, 1,012, J. A. Morris, 6th Sept.—Bangkok 31st Aug., Rice and Meal.—Melchers & Co.

SANDAKAN, German steamer, 1,374, Brandknecht, 25th Aug.—Sandakan 24th Aug., Timber.—Melchers & Co.

SATSUMA, British steamer, 4,100, McPintosh, 3rd Sept.—New York 17th June, and Manila 31st Aug., General.—Doddwell & Co., Ltd.

SISHAN, British steamer, 845, H. N. Holton, 8th Sept.—Saigon 4th Sept., Rice and General.—Bradley & Co.

TRYONIA, British steamer, 1,069, Powell, 20th Aug.—Shanghai 16th Aug.—Kerosine.—Arnhold, Karberg & Co.

TSURUGISAN MARU, Japanese steamer, 4,128, J. N. Naraaki, 9th Sept.—Kuchinotzu 4th Sept., Coal.—Mitsui Bussan Kaisha.

VICTORIA, American steamer, 2,112, J. Panton, 1st Aug.—Tacoma, U.S.A. 4th July, General.—Doddwell & Co., Ltd.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 9th Sept.—Manila 6th Sept., General.—Jardine, Matheson & Co.

Sailing Vessels.

BRIZEUX, French ship, 1,400, Conrio, 7th Aug.—Cardiff 17th April, Coal.—Order.

CELESTE BURLILL, British ship, 1,764, C. A. Trefry, 29th May.—Manila 9th May, Ballast.—Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug., Ballast.—Order.

I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Roke 19th July, General.—Arnhold, Karberg & Co.

LAURENCE, American bark, 906, McDougall, 14th Aug.—Cebu 6th Aug., Ballast.—Master.

L. SCHERF, American ship, 1,673, Kendall, 5th July.—Manila 25th June, Ballast.—Carlowitz & Co.

MANUEL LAGUNA, American ship, 1,650, Nichols, 29th June.—New York 3rd Mar., Kerosine Oil.—Standard Oil Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast.—Master.

STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.—New York 4th May, Kerosine.—Standard Oil Co.

SUSQUEH. NVA, American ship, 2,590, M. T. Bailey, 24th July.—Manila 17th July, Ballast.—Stenien & Co.

VALE OF DOON, British bark, 672, Peterson, 31st Aug.—from Nar Yun, Wood.—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 10th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. G. F. M. Craddock, at Shanghai.

Albatross, 1st-class battleship, 12,050 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewett, en route Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Shanghai.

Arctika, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starin, at Wonsung.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, at R. S. Shanghai.

Asirza, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., at Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.M.G., at Fochow.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 11,000 h.p., Capt. G. J. S. Ward, at Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,111 h.p., Capt. Henderson, C.M.G., at Wonsung.

Brantley, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, at Wuhu.

Brix, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 h.p., Commander Sir Bouchier Wemyss Barr, at Shanghai.

Brilliant, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, at Fochow.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, at Japan.

Didon, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tiffard, en route Shanghai.

Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Captain Sloper, at Amoy.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, Wei-hai-wei.

Esk, coast defence gunboat, 363 tons, 3 guns, 2,000 h.p., Lieut.-Comdr. F. Blunt, at Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Firsthand, 3rd-class gunboat, 455 tons, 4 guns, 300 h.p., at Canton.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.

Goldfish, 1st-class battleship, 12,050 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, at Shanghai.

Hardy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hera, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Handy.

Hummer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, at Shanghai.

Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 h.p., in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, at Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, at Singapore.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.M.G., A.D.C., at Wonsung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.M.G., at Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 5,000 h.p., Lieut. and Com. C. P. Mansel, at Shanghai.

Phoenix, sloop, 1,460 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Canton.

Pigmy, 1st-class gunboat, 755 tons, 6 guns, 1,200 h.p., Capt. Oldham, at Chinkiang.

Pique, twin screw, 2nd-class cruiser, 3,000 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. O. V. de M. Gopper, at Shanghai.

Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, at Hongkong.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, at Shanghai.

Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., C. C. Latham, at Singapore.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beaty-Powall, at Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, at Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., at Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 16 guns, 25,000 h.p., Capt. Percy Scott, at Wei-hai-wei.

Tweed, coast defence gunboat, 363 tons, 3 guns, 2,000 h.p., in Reserve Hongkong.

Wasp, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, Wei-hai-wei.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., at Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., at Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, at Kiangiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, at Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, at Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Snyrdant, at Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,470 tons, 9,000 h.p., Capt. Wiber, at Singapore.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 9,900 h.p., Capt. J. P. Rossum, at Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, at Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, at Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Blass, Ritter v. Sambuchi, at Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, at Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, at Hongkong.

Zenta, Austrian cruiser, 2,200 tons, Captain Runst, at Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jukovlev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Verolovsky, at Tientsin.

Albatross, Russian gunboat, 610 tons, 8 guns, 1,200 h.p., Captain Elkski, at Nagasaki.

Bohr, Russian gun-vessel, twin screw, 950 tons, 19 guns, 1,500 h.p., Captain Dobrovolsky, at Taku.

Dmitrii Donkoff, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Shiron, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikoff, at Taku.

Gremitschky, Russian armoured cruiser, 4,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhashevsky, at Shanghai.

Koreyets, Russian cruiser, 1,400 tons, 9 guns, 2,150 h.p., Capt. Siltmann, at Taku.

Manchour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

Naturin, Russian battleship, 10,000 tons, 10 guns, 5,000 h.p., Capt. Yashik, at Nagasaki.

Nayadnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zhurav, at Nagasaki.

Odnorog, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.

Petrovsk, Russian battleship, 12,000 tons, Capt. Grevas, at Nagasaki.

Polstava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rosla, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Donojoff, at Nagasaki.

Rosbanyk, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 18 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melesky, at Nagasaki.

Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Haronoff, at Nagasaki.

Sisoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.

Sivuch, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Subaitin, at Nagasaki.

Swaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 10.7 knots.

Ushakov, Russian armoured cruiser, 6,000 tons, 16 guns, Prince Ouchomsky, at Port Arthur.

Vostok, Russian torpedo-gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulin, at Taku.

Zubovka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruft, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forst, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jauchitsky, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kautsky, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.

Kil, Russian torpedo boat, 350 tons, Captain Kivmarsky, at Shanghai.

Narvan, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podoromik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sistk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Spitchka, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Steriad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungari, Russian torpedo boat, 440 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.

† Flagship of Rear-Admiral F. V. Dubossioff.

† Flagship of Rear-Admiral Reouloff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.

Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf. Lottke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Kollmann, at Amoy.

Geyer, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.

Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wonsung.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Ramppold, at Wonsung.

Ilertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Ilitz, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Schamer, at Canton.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Güllich, at Amoy.

Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holtzendorff, at Wonsung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.

Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.

Weissenberg, German battleship, 10,100 tons, 40 guns, Capt. Holtzendorff, at Amoy.

Wirth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hopfner, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.

† Flagship of His Excellency Vice-Admiral Bendemann.

† Flagship of Rear-Admiral Geisler.

† Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Courbet, 2nd-class cruiser, 4,700 tons, Capt. Bathme, at Taku.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.

Rugeard, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Delfevre, at Shanghai.

Chastelloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Fochow.

Comete, gunboat, 600 tons, Capt. Lotiel, at Canton.

Destiere, gunboat, 600 tons, Capt. Maresbette, at Taku.

D'Entrecasteaux, 1st class cruiser, 3,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.

Desbarres, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulne, at Shanghai.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Friant, gunboat, 693 tons, Capt. Adam, at Japan.

Gulien, 1st-class cruiser, 8,477 tons, 24,000 h.p., 8 guns, Capt. de Surgy, at Hongkong.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 5,000 h.p., Capt. Aubin, at Taku.

Kersanto, 2nd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Paucal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.

Siva, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.

Surprise, gunboat, 1,000 tons, 10 guns, 860 h.p., Capt. Morret, at Shanghai.

Ville D'Alger, monitor, 914 tons, Captain Bonnessau, at Hongkong.

Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.

† Flagship of Vice-Admiral Courmelles.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bannington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, at Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celina, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. G. T. Rose, at Manila.

Cimarron, U.S. ship, 1,700 tons, 6 guns, 3,495 h.p., Comdr. H. G. 17, Colby, at Manila.

Citadel, U.S. supply-ship, 7,000 tons, 2,359 h.p., Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Metts, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Marilla, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monticery, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullum, at Manila.

Oregon, 1st-class U.S. battleship, 10,480 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Wonsung.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. G. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Whitcomb, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilkes, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Parcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,940 tons, Capt. C. Castelli, at Shanghai.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, at Taku.

Fiermo, Italian cruiser, Capt. Carlo Negri, at Shanghai.

Stromboli, Italian cruiser, 4,033 tons, Captain Cecconi, at Hongkong.

Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 h.p., Capt. Zezi, at Shanghai.

Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, at Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Akiu, at Japan.

Yashima, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinriki, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,777 tons, 25 guns, 5,400 h.p., at Sasebo.

Isumizushima, 1st class, 4,777 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,777 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.

Hiyoi, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tanji, at Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.